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## Massively Parallel, Adaptive, Color Image Processing for Autonomous Road Following

Todd Jochem and Shumeet Baluja

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The Robotics Institute and Department of Computer Science  
Carnegie Mellon University  
Pittsburgh, Pennsylvania 15213

May 1993

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This research was partly sponsored by DARPA, under contracts "Perception for Outdoor Navigation" (contract number DACA76-89-C-0014, monitored by the US Army Topographic Engineering Center) and "Unmanned Ground Vehicle System" (contract number DAAE07-90-C-R059, monitored by TACOM) as well as a DARPA Research Assistantship in Parallel Processing administered by the Institute for Advanced Computer Studies, University of Maryland. Additionally, the MasPar MP-1 at the Parallel Processing Lab at Purdue University was funded through NSF award number CDA-9015696.

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REPORT DOCUMENTATION PAGE			Form Approved OMB No 0704-0188	
Public reporting burden for this collection of information is estimated to average 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to Washington Headquarters Services, Directorate for Information Operations and Reports, 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302, and to the Office of Management and Budget, Paperwork Reduction Project (0704-0188), Washington, DC 20503.				
1. AGENCY USE ONLY (Leave blank)		2. REPORT DATE May 1993		3. REPORT TYPE AND DATES COVERED technical
4. TITLE AND SUBTITLE Massively Parallel, Adaptive, Color Image Processing for Autonomous Road Following			5. FUNDING NUMBERS DACA76-89-C-0014;DA AE07-90-C-R059 CDA-9015696	
6. AUTHOR(S) Todd Jochem and Shumeet Baluja				
7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES) The Robotics Institute Carnegie Mellon University Pittsburgh, PA 15213			8. PERFORMING ORGANIZATION REPORT NUMBER  CMU-RI-TR-93-10	
9. SPONSORING / MONITORING AGENCY NAME(S) AND ADDRESS(ES)  DARPA NSF			10. SPONSORING / MONITORING AGENCY REPORT NUMBER	
11. SUPPLEMENTARY NOTES				
12a. DISTRIBUTION AVAILABILITY STATEMENT  Approved for public release; Distribution unlimited			12b. DISTRIBUTION CODE	
13. ABSTRACT (Maximum 200 words)  In recent years, significant progress has been made towards achieving autonomous roadway navigation using video images. None of these systems take full advantage of all the information in the 512x512 pixel frame, 30 frame/second color image sequence. This can be attributed to the large amount of data which is present in the color video image stream (22.5 Mbytes/sec) as well as the limited amount of computing resources available to the systems. We have increased the available computing power by using a parallel computer.  Specifically, a single instruction, multiple data (SIMD) machine was used to develop simple and efficient parallel algorithms, largely based on connectionist techniques, which can process every pixel in the incoming 30 frame/second, color video image stream. The system uses substantially larger frames and processes them at faster rates than other color road following systems. This is achievable through the use of algorithms specifically designed for a fine-grained parallel machine as opposed to ones ported from existing systems to parallel architectures. The algorithms presented here were tested on 4k and 16k processor MasPar MP-1 and on 4K, 8K, and 16K processor MasPar MP-2 parallel machines and were used to drive Carnegie Mellon's testbed vehicle, the Navlab I, on paved roads near campus.				
14. SUBJECT TERMS			15. NUMBER OF PAGES 25 pp	
			16. PRICE CODE	
17. SECURITY CLASSIFICATION OF REPORT unlimited		18. SECURITY CLASSIFICATION OF THIS PAGE unlimited		19. SECURITY CLASSIFICATION OF ABSTRACT unlimited
				20. LIMITATION OF ABSTRACT unlimited

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# Abstract

In recent years, significant progress has been made towards achieving autonomous roadway navigation using video images. None of these systems take full advantage of all the information in the 512x512 pixel frame, 30 frame/second color image sequence. This can be attributed to the large amount of data which is present in the color video image stream (22.5 Mbytes/sec) as well as the limited amount of computing resources available to the systems. We have increased the available computing power by using a parallel computer. Specifically, a single instruction, multiple data (SIMD) machine was used to develop simple and efficient parallel algorithms, largely based on connectionist techniques, which can process every pixel in the incoming 30 frame/second, color video image stream. The system uses substantially larger frames and processes them at faster rates than other color road following systems. This is achievable through the use of algorithms specifically designed for a fine-grained parallel machine as opposed to ones ported from existing systems to parallel architectures. The algorithms presented here were tested on 4k and 16k processor MasPar MP-1 and on 4K, 8K, and 16K processor MasPar MP-2 parallel machines and were used to drive Carnegie Mellon's testbed vehicle, the Navlab I, on paved roads near campus.

## 1. Introduction

In the past few years, the systems designed for autonomous roadway navigation using video images have relied on a wide variety of different techniques [Thorpe, 1990]. The techniques range from neural network architectures that learn the appropriate road features required for driving [Pomerleau, 1991], to systems which find road lines and edges based on predefined road models [Kluge, 1992]. Many of these systems have been able to drive vehicles at high speeds, in traffic, and on real highways. However, none of these systems have been able to use all of the information present in 512 x 512 input images. This can be attributed to the limited computing power available to the systems in the face of the sheer magnitude of data being presented to them (22.5 Mbytes/sec).

Several methods can be used to handle these large sets of data which occur in road following tasks. One method is to use grayscale images instead of color images. Grayscale images cut the amount of data which must be processed by two-thirds. However, even at this lower data rate, processing every pixel is still extremely difficult, and subsampling [Crisman, 1990] and windowing techniques [Turk, 1988] are frequently used to try to achieve frame rate processing on the incoming color data. Another method is to preprocess the color image, projecting the 3D color data into a single value at each pixel [Turk, 1988]. This method, like windowing, has the desired effect of reducing the amount of data which must be processed by the system. Defining regions of interest and only processing the pixels within them is another possibility and has been explored by [Kluge, 1992] and [Dickmanns, 1992]. A final method, and the method we chose to use, is to increase the available computing power by using a massively parallel, single instruction, multiple data (SIMD) computer. The system uses substantially larger frames and processes them at faster rates than other color road following systems. The improved rates are achieved through the use of algorithms specifically designed for a fine-grained parallel machine. Although higher resolution does not directly lead to increased driving accuracy, systems which can handle these resolutions at faster rates have a clear advantage in other domains where fine features are more important. It is our hope that the rudimentary algorithms presented in this paper can be extended to other such vision tasks.

## 2. Overview of System

As is the case in nearly all vision system, a number of assumptions have been made about the environment to simplify the problem. The assumptions relate to the road model, operating conditions, and available sensors. Two assumptions which our system makes are the defining road model, and the relationship between the colors in each scene and their placements within the color space. These assumptions will be described in greater detail in the upcoming paragraphs.

The first assumption is that of a trapezoidal road model. In this model, the road is described in the image as a region bounded by four edges. Two of these edges are defined as the location where road and non-road meet while the other two are the top and bottom of the image itself. These four edges constitute the trapezoid. The road center line is defined to be the geometric line which bisects the trapezoid vertically. For a graphic representation of this model see Figure 1. In addition, our system assumes that the road remains a constant width through all of the input images. This constraint means that although the trapezoid of the road may be skewed to the left or right, the top and bottom edges remain a constant length. As the lookahead in our camera is small, this assumption does not hinder performance. This issue will be returned to later.

Color clusters play an important role in our system. A color cluster is defined as the group of pixels in the 3D (red, green, blue) color space which are closest to a particular central, or mean, pixel value. In our representation, closeness is defined by the sum of squared difference between a pixel's red, green, and blue values and a central pixel's red, green, and blue values.

An assumption based on this concept is that the colors in the image can be adequately represented, or classified, by a small (between 5 and 30) number of clusters. In our system, the ability of a set of clusters to classify an image is measured by how well the mean values of the clusters of the set can reconstruct the original input image. This will be discussed further in section 3.2. Our final assumption is that any particular cluster can only correctly classify pixels in the road or the non-road portions of the image; it cannot correctly classify pixels in both.

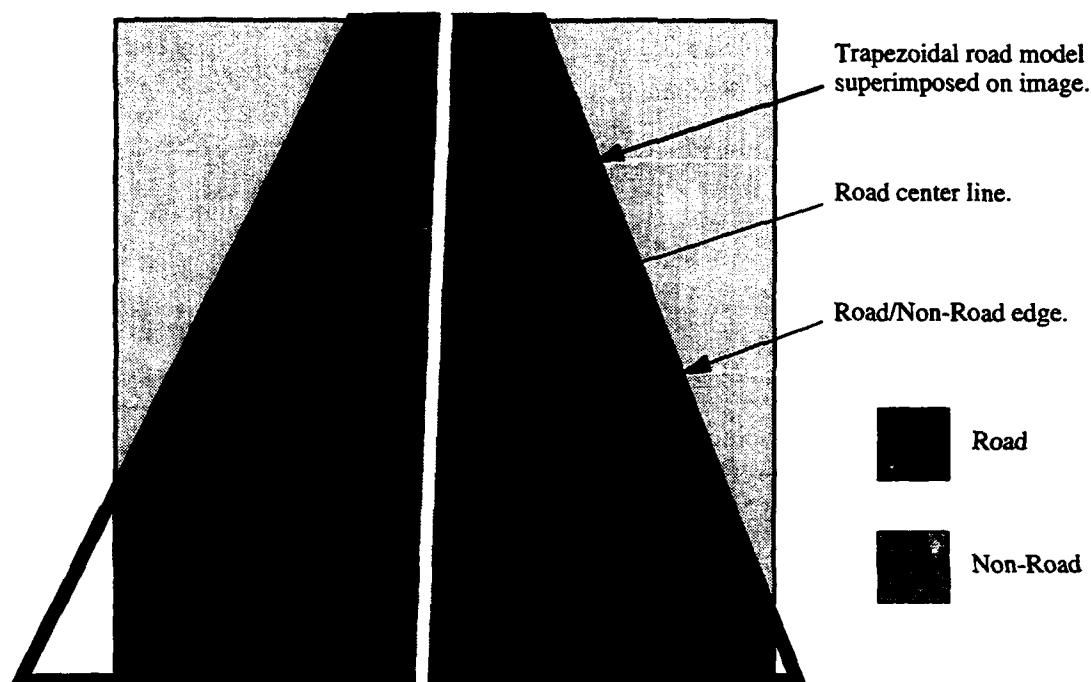


Figure 1. Trapezoidal road model.

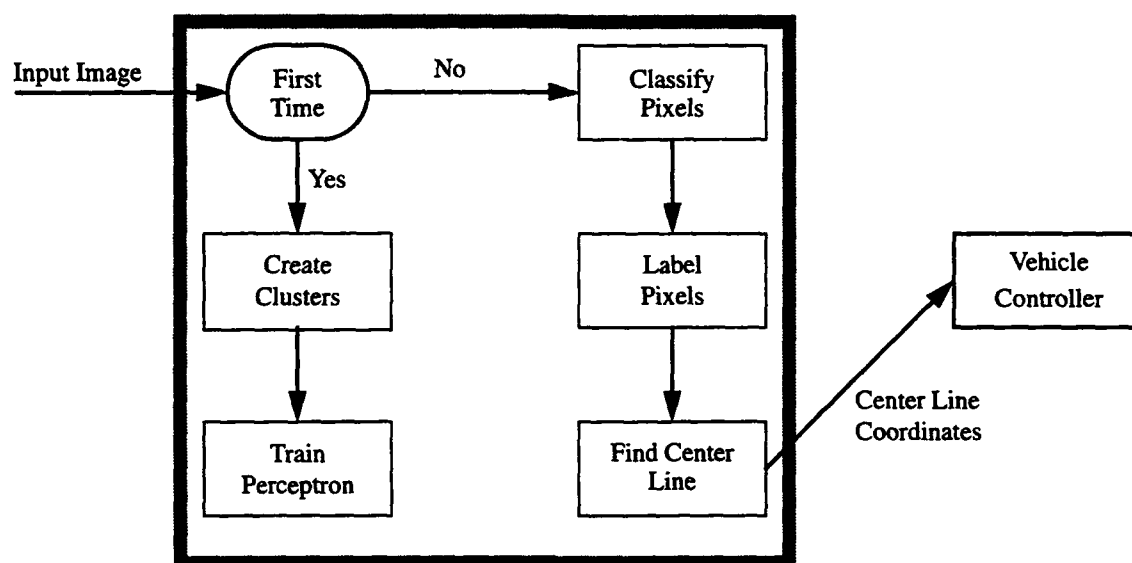
Because the road and non-road pixels of typical road images, when plotted in color space, form largely disjoint sets, and because of the nature of the algorithm which partitions color space into clusters, this has proven to be a reasonable assumption. (See Figure 4.)

The system we have developed is an iterative, three step procedure in which every pixel in the input image is classified by a color cluster, labeled as road or non-road, and then used to find the center line of the road. The world coordinates of this line are passed to the vehicle controller which guides the vehicle on the specified path. This process is supplemented by an initialization phase which occurs only once on the initial image the system processes. A high level view of the system architecture is shown in Figure 2.

This system is pixel driven; thus all computation can be done very efficiently on a massively parallel processor array. Instead of mapping existing road following algorithms to the processor array, we integrated algorithms which could exploit the tightly coupled processor array and take advantage of the limited capabilities of the individual processors. The resulting system is fully parallelized, and performs comparably to the state-of-the-art.

Our system is composed of three main algorithms, all of which are parallelized on the processor array. The three parts are a **clustering algorithm**, a **combining algorithm**, and a **road finding algorithm**. The clustering algorithm is an iterative procedure which uses a parallel competitive learning implementation of the isodata clustering algorithm [Ball, 1967] to find the mean red, green, and blue values for each color cluster in the input image. This will be described in greater detail in the next section.

The combining algorithm is a single perceptron which is trained to correctly determine whether a pixel in the input image is a road pixel or a non-road pixel. This is accomplished by using information derived from classification of the pixel using the means developed in the clustering algorithm. The clustering and combining network representations will be described later.



**Figure 2. Block diagram of system architecture. Steps located inside the grey box are computed in parallel on the processor array.**

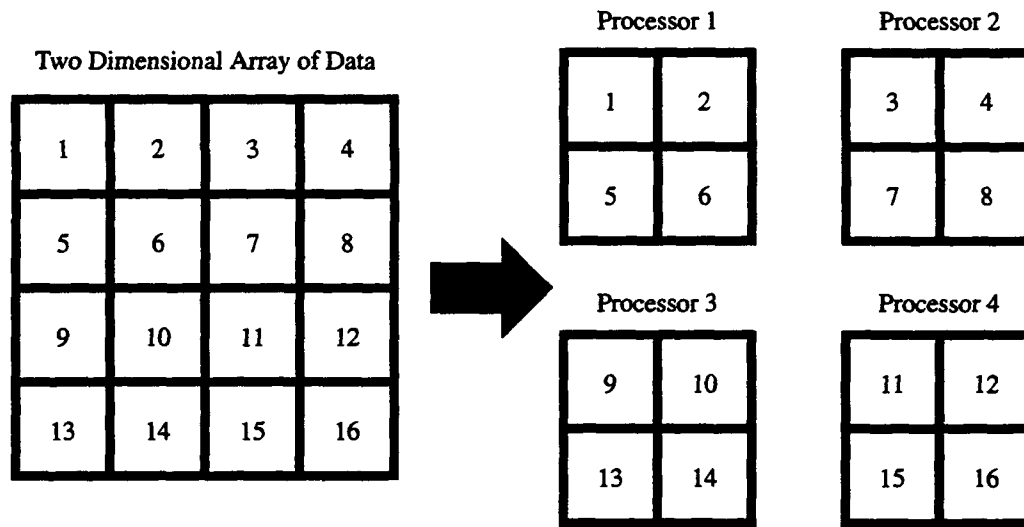
Finally, after the road has been cohesively segmented from the input image, a technique which extracts the center line of the road (or any safe path) from the input image so that the vehicle can proceed is needed. In our system, a parallelized Hough transform is applied in which the topology of the processor array is used to determine the location of the center line of the road.

### 3. The Clustering Algorithm

If every pixel in the input road image is plotted in a three dimensional space with red, green, and blue being the axes (the color space), clustering of pixels occurs. These clusters often correspond to regions in the image. For example, in an image of a road through a grassy field, two clusters would be expected in the color space, one cluster for the road and one cluster for the grass. See Figure 4. If the mean color value of each cluster were computed, the cluster centered around the road pixels would be gray while the one centered around the grass would be green. By assigning all pixels in the input image which are 'closest' to the road mean as "road" and all those that are 'closest' to the grass mean as "non-road", it is possible to segment the image so that the road can be easily discriminated from the grass. The clustering algorithm implemented for this system, based upon this technique, is described in detail below.

#### 3.1. Pixel Clustering

Our system typically uses five clusters. These clusters are global structures which any of the processors can access. We have also experimented with up to 30 clusters; however, we have found that using only five provides a good balance between effectiveness and computational load. The first step of the algorithm is to randomly initialize each color cluster's mean red, green, and blue values to a number between 0 and 255. Next, the first image of the color video stream is mapped, using a two dimensional hierarchical mapping scheme (described in Figure 5), onto the processor array. With each processor containing a small block of the image, the clustering algorithm can be started. The clustering algorithm is a two stage iterative process consisting of clustering and evaluation steps. *In this algorithm clustering is done with respect to a pixel's location in color space, not in regard to whether the pixel represents road or non-road.* It is described in the next two sections.



**Figure 3. Two dimensional hierarchical mapping takes a 2D array of data like an image and maps it onto the processor array in a block-like fashion. (Image reproduced from MasPar MPDDL manual.)**

For every pixel on each processor, the cluster to which it is closest is determined. 'Closeness' is computed as the sum of squared difference between the current pixel's red, green and blue values and the mean red, green, and blue values of the cluster to which it is being compared. The cluster for which the sum of squared difference is smallest is the 'closest' cluster. Each processor has five counters, one corresponding to each cluster. The value of each counter represents the number of pixels which are classified by the respective cluster. Because the clustering algorithm is based on a connectionist learning technique called **competitive learning**, the red, green, and blue mean values of each cluster are represented as weights coming into units in the competitive learning network. Each unit represents a color space cluster. From this point, the term cluster will be used to identify the corresponding unit in the competitive learning network. (See Appendix A for details on competitive learning.) Learning takes place by adjusting these weights in a manner so that they more accurately reflect the actual mean red, green, and blue values of the cluster in color space. This can be accomplished by adjusting the cluster weights toward the mean value of all pixels which the cluster has classified. To do this we must compute the difference between the current pixel value and the cluster mean pixel value and then adjust the cluster mean by some proportion of the computed difference.

For example, assume that a pixel with a color space location of (100, 90, 200) is closest to a cluster with mean color space value of (110, 85, 175) and that it is the only pixel which this cluster classified. Remember, the 110, 85, and 175 are actually the weight values of the closest color cluster. In order to make the cluster mean value more closely match the pixel which it classifies, the difference is first computed as  $(100-110, 90-85, 200-175) = (-10, 5, 25)$ . Now we adjust the cluster weights by these values and the new cluster mean is  $(110 + -10, 85 + 5, 175 + 25) = (100, 90, 200)$ . This matches the pixel value exactly. In reality, very seldom does a cluster only classify one pixel. In general, the difference is the average difference of all pixels which were classified by the cluster. Through this iterative process we continually improve the location of each cluster's mean to more accurately represent the pixels to which it is closest.

In our system, there can be many pixels on each processor that are classified by each cluster. For every pixel that a cluster classifies, the difference described above is computed and added to a local (processor based) difference accumulator for the cluster. The difference accumulator consists of three sums, each corresponding to the red, green and blue differences. Once every pixel has been classified and its difference computed and stored, the values from all local winning cluster counters and difference accumulators are summed using a global integer addi-



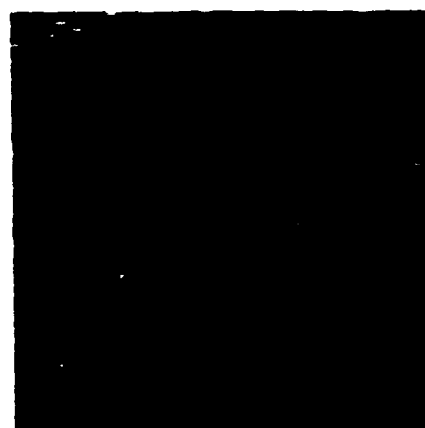
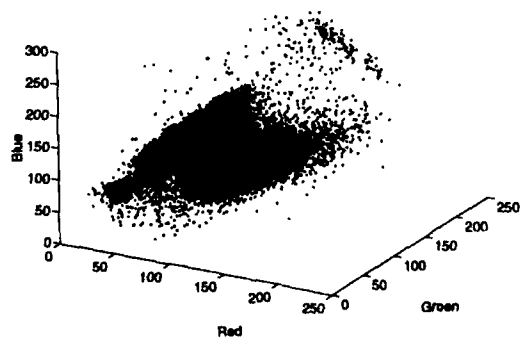
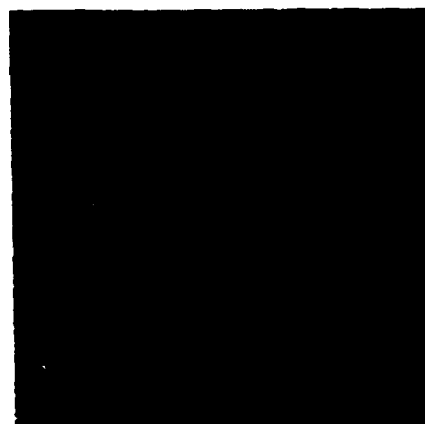
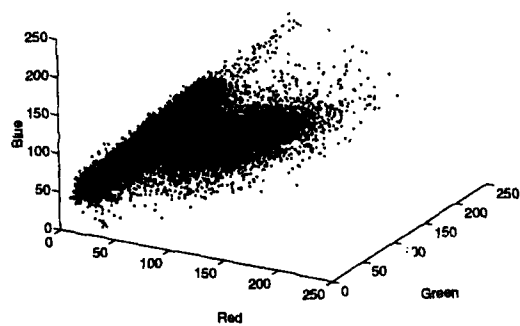
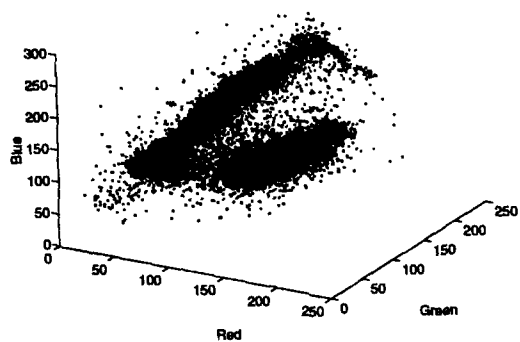


Figure 4. Color space for three typical road scenes.

tion operator<sup>1</sup> and stored in global accumulators. (See Appendix E for an overview of the MasPar MP-1 and Appendix F for a description of the actual operators used.) Now, the appropriate adjustments to the cluster weights are calculated. This is done by dividing each weight's difference value stored in the global difference accumulator for a particular cluster by the number of pixels that were classified by the cluster, given by the value in the global winning cluster counter. This value is essentially the average difference between this cluster's current weights and all pixels that it classified.

The only problem left to overcome is handling clusters which did not classify any pixels. This is a common occurrence in the first clustering iteration, as the weights are randomly initialized and can be set to values in the remote corners of the color space. To rectify this, instead of finding the cluster which is closest to a pixel value, we find the cluster which is closest to the one that did not classify any pixels. The sum of the squared difference between the weight (mean) values of these two clusters' is computed as described above. This difference is used to adjust the cluster which classified no pixels. This intuitive heuristic brings the remote clusters to more promising locations, and because the difference is computed before cluster weights are updated, two clusters cannot have the exact same location. Although the method is very simple, it works well in our domain. Another method of handling this problem is moving the empty cluster toward the cluster which classified the most pixels. This could have the effect of breaking up large clusters into smaller, more accurate ones.

The algorithm described in this paper uses five clusters. However, we also evaluated system performance with up to 30 clusters. (See Figure 5.) As is expected, as the number of clusters increases, the classification becomes more exact, and the final error in reconstruction is reduced. (Image reconstruction is discussed in the upcoming paragraphs.) The trade-off associated with a lower reconstruction error (i.e. better classification) is the time involved in processing more clusters. This will be discussed in further detail in section 7.

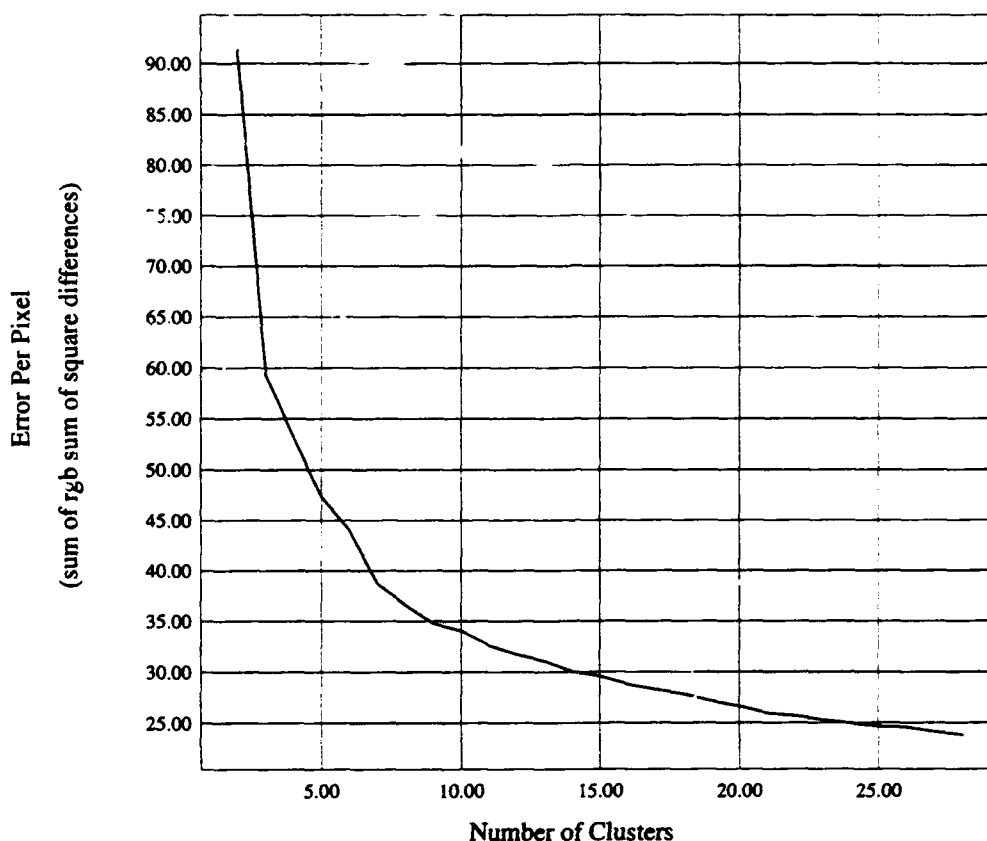
All cluster weights are updated using the computed adjustments. Upon completion, the evaluation stage of the algorithm is entered. Typically, in competitive learning, the mean value is not adjusted by the entire computed difference, but rather, by a fraction of the difference. This fraction is known as the learning rate. When the learning rate is 1.0, as it is in our case, the competitive learning algorithm reduces to the isodata clustering algorithm.

### 3.2. Evaluation

In order to determine when the clustering process should stop (i.e. when the cluster weights have converged) a cluster evaluation process must be employed. We have developed a technique which allows the system to perform self evaluation. This technique is based on the ability of the cluster weights to accurately reproduce, or reconstruct, the input image. The self evaluation process begins by classifying every pixel in the input image according to the most recently updated cluster weights. As in the clustering stage, classification is done locally on each processor on the distributed input image using the previously described closeness measure. Once the closest cluster has been found, the pixel is assigned the red, green, and blue mean values of this cluster contained in the cluster's weights. Next, the squared difference between the pixel's assigned value, given by the closest cluster mean, and its actual value, given by the pixel's value in the original input image, is computed and stored in local accumulators. After the squared differences have been calculated and stored for all pixels on each processor, a global average squared difference table is computed using a global floating point addition operator<sup>2</sup> and knowledge of the input image size. If the change between the current average squared difference and the previous clustering iteration's average squared difference for each of the red, green, and blue bands is sufficiently small, clustering ends and the combining algorithm described in the next section begins. If the average squared differences are not yet sufficiently small, the clustering cycle described in the preceding paragraphs repeats using the current cluster weights. The evolution of the reconstructed image as competitive units learn cluster means is shown in Figure 6.

1. More specifically, the MasPar MPL `reduceAdd32()` function is used.

2. More specifically, the MasPar MPL `reduceAddf()` function is used.



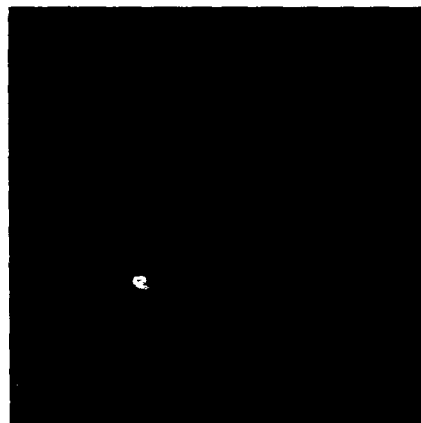
**Figure 5. As the number of clusters increases, error in reconstruction decreases.**

More rigorously, the evaluation process looks at the rate of change, or slope, of average squared difference values. When this slope becomes lower than a user supplied threshold for all three color bands, a minima is said to have been reached, and any further attempts at clustering could yield only minimal improvement. It is important to understand that the rate of change of the average squared difference between actual and reconstructed images is used instead of simply the average squared difference because the rate of change represents the amount of learning that is taking place. If only the average squared difference were used, it would be difficult for the system to know when to stop attempting to cluster, as there would be no way to tell how much learning is taking place. A predetermined lower bound of the average squared difference could be used to terminate learning, but the lower bound value depends upon the number of clusters available to the system. The more clusters that are available to the system, the better the reconstruction that can be done because more clusters in color space can be independently represented. By using the rate of change of the average squared difference, the system can always converge to a locally (in the color space) good solution, regardless of how many clusters are available for it to use. It has been our experience that approximately 20 cluster-evaluate iterations are necessary for proper clustering of the initial input image.

In the current implementation of our system, the clustering algorithm is run on only the initial image of the color video stream. The correct cluster means may change in subsequent images. Nonetheless, through our experimentation on paved roads near campus, we have found that the change is too small to cause system performance degradation. This differs from results by [Crisman, 1990] and is potentially due to the greater numbers of pixels



**Original input image.**



**After 1 training iteration.**



**After 2 training iterations.**



**After 3 training iterations.**



**After 8 training iterations.**



**After 12 training iterations.**

**Figure 6. Evolution of reconstructed image as competitive units learn. As the clusters move in the color space, they more accurately represent the actual colors of the pixels.**

which are used to form the color clusters and the robustness of our combining algorithm. We have not looked deeply at this difference and it remains open for future study.

## 4. The Combining Algorithm

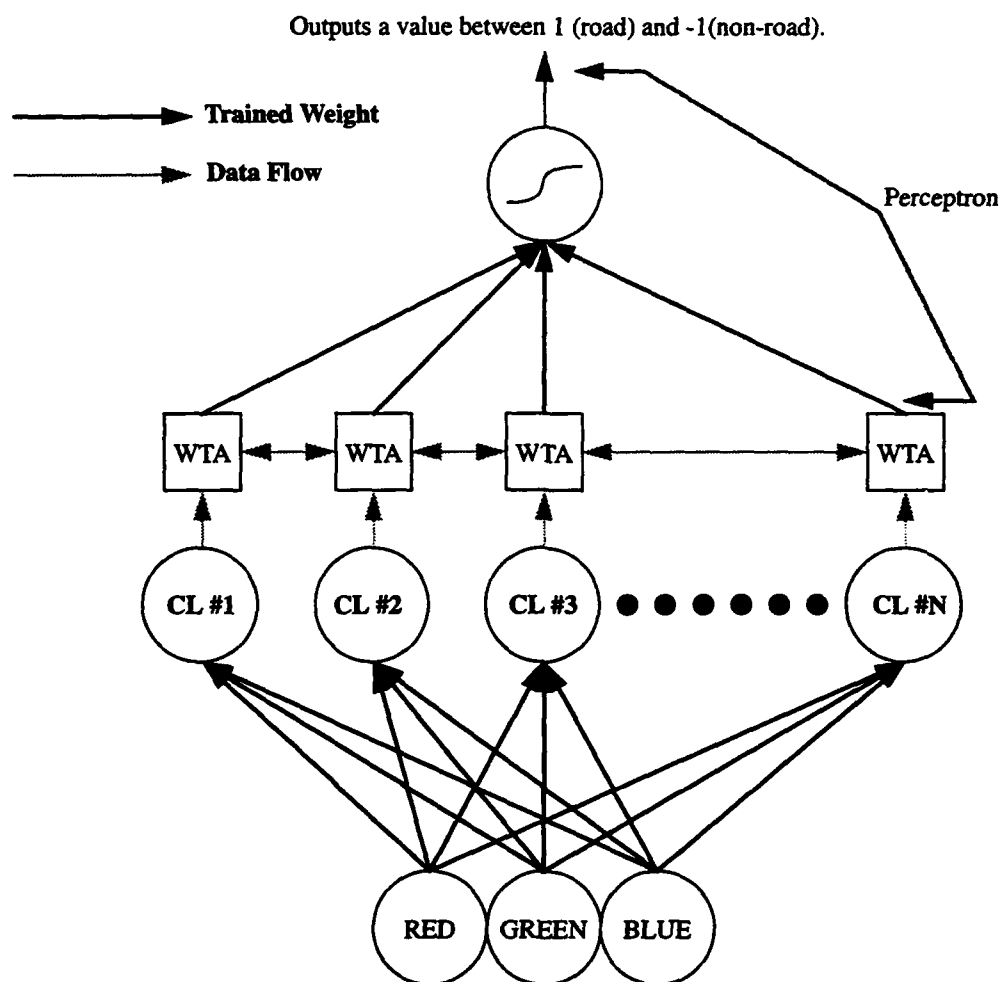
In order to determine where the road is located in the input image, it is necessary to separate the road from its surroundings. Although it is easy to assume that a single cluster will always classify the road, as the road is almost uniformly gray, and the rest of the clusters will classify non-road, this is not the case in practice. For example, consider the case of a shadow across the road. In this circumstance, two or more clusters converge to areas in the color space that corresponded to the brightly lit road, the shadowed road, and possibly to the minute color variations in the transition between light and shadow. Since different clusters classify the roadway in this example, a technique must be found to unify this information. No matter if a road pixel is in sunlight or shade, it should be correctly classified as a road. As with the clustering algorithm, the combining algorithm unifies the different clusters of the same type in a distributed manner by using every pixel in the input image. Another feature of this algorithm, similar to the clustering algorithm, is its self evaluatory nature.

At the heart of the combining algorithm is a single, global perceptron with a hyperbolic tangent activation function (See Figure 7.) A perceptron is a connectionist building block used to form artificial neural networks. (See Appendix B for more detail on neural network learning.) This perceptron is trained, by modifying its input weights, to differentiate road pixels from non-road pixels using information derived from knowledge of which clusters correctly and incorrectly classify the pixels in the input image. The output of the perceptron can be thought of as the 'certainty' of a particular pixel having the characteristic color of the road. The perceptron has one input weight for each cluster as well as a bias weight which is always set to 1.0. (Having a bias weight is a standard technique used in perceptron training.) It is important to note that the same global perceptron is used for all pixels on every processor.

Alternatively, a probabilistic method which take into account cluster size and location could be used to differentiate between road and non-road clusters. This approach has been explored by [Crisman, 1990] and will be discussed in greater detail in section 8.

In order to bootstrap the system, the road region in the initial image is outlined by the user. From this original image, we can determine which colors should be classified as road, and which as non-road. The outline determines the trapezoidal road model. Because we are using a two dimensional mapping, the left and right edges of the outlined region can be superimposed onto the processor array. Processors which lie on these edges are marked, and ones which are between the left and right edges are said to contain road pixels while those outside the edges contain non-road pixels. This interaction and transformation only occurs once. The algorithm automatically proceeds to classify each pixel in the input image using the clusters previously formed. After a pixel has been classified, if it is located on a road processor (i.e. within the user defined road region), the perceptron is given a target activation value of 1.0. If it is not, the perceptron is given a target activation value of -1.0.

The input activation to each connection weight of the perceptron is determined by the following simple rule: if the connection weight is the one associated with the cluster that correctly classified the pixel, it is given an input activation value of 1.0, otherwise it is given an input activation value of -1.0. (See Figure 7.) Next, each input activation is multiplied by its corresponding connection weight. These products are summed together and this value is passed through the perceptron's activation function which yields its output activation. This process is known as forward propagation. The difference, or error, between the output activation and the target activation is computed. This error, along with the input activation to each connection, is used in the Least Mean Square learning rule [Widrow, 1960], so that each connection's weight adjustment can be computed. These adjustments are stored in a local accumulator. After all pixels have been processed, the local connection adjustments are summed using the global floating point addition operator and the average adjustment for each connection weight is calculated by dividing the sums by the number of pixels in the image. Each connection weight is then modified by its computed average adjustment value.



**Figure 7. System Architecture.** Every input pixel is classified in parallel by competitive learning units (CL #1-N). The winning unit, determined by the Winner-Take-All (WTA) units, has its output activation set to 1 while all others are set to -1. Again in parallel, a perceptron classifies this combination of inputs as either road or non-road.

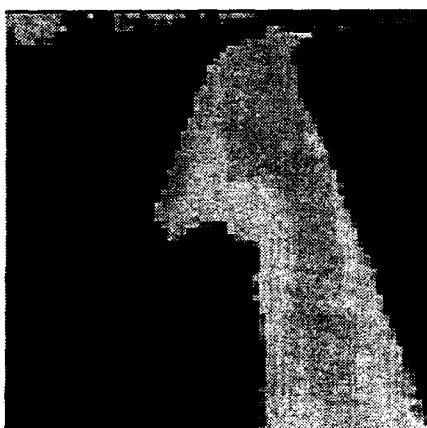
As with the clustering algorithm, a method has been developed which allows the system to determine when learning should be stopped. Using this method, the output activation of the perceptron along with the difference between the target and actual output activation is calculated and stored, as before, for every pixel in the input image. After all pixels have been processed, the average pixel error is computed and compared to the average error from the previous perceptron training iteration. If this difference is sufficiently small, learning is halted. If it is not, another iteration of perceptron training is commenced using the new perceptron connection weights (See Figure 8.) The reasons for using this method of self evaluation are similar to those for the clustering algorithm: in this case we are measuring the rate of learning of the perceptron instead of the clusters. After perceptron training is completed, when pixels which are part of the road are shown to the system they will be classified uniformly as road, regardless of which individual cluster correctly classified them. In our case, the output of the perceptron for a road pixel is near 1.0 while the output for a non-road pixel is close to -1.0.



**After 1 training iteration.**



**After 2 training iterations.**



**After 3 training iterations.**



**After 4 training iterations.**



**After 5 training iterations.**



**After 6 training iterations.**

**Figure 8.** As the perceptron learns, its output better classifies road and non-road. The white pixels represent on-road, while the black off-road.

## 5. The Road Finding Algorithm

In order for the system to successfully navigate the vehicle, it must find the correct path to follow. We will assume that a safe path is down the middle of the road. (By finding the center line of the road, offsets can be computed to drive on the left or right sides as needed. Because our test path is a paved, three meter wide bicycle path, simply finding the center line is sufficient.) The technique that our system employs is a parallelized version of a Hough transform. (See Appendix C for an introduction to Hough transforms.) Hough transforms and related techniques are not new to the field of Parallel Computing, but because our work crosses traditional boundaries, (those between Parallel Computing, Neural Network, and Robot Navigation) a detailed description of our algorithm, and how it relates to the domain of autonomous roadway navigation, is warranted. We use the topology of the processor array to simulate the parameters of the Hough space and determine the location of the center line of the road by searching for the most likely combination of all possible parameters. The parameters which we are trying to find are the intersection column of the center line and the top row of the image and the angle of the center line with respect to the top row.

The first step of the road finding algorithm is to assign each processor in the array a probability of being road. This is done by averaging the perceptron output activation values of all pixels within a particular processor, as defined by the two dimensional hierarchical mapping scheme, and scaling them to a value between 0 and 255. Because the output of the perceptron can be thought of as the 'certainty' of a pixel belonging to the road, the average perceptron output for a processor is related to how many road pixels the processor contains. A higher average value indicates more road pixels while a lower value indicates the processor contains many non-road pixels. Processors which lie on road edges are expected to have intermediate values while ones within the edges are expected to have high average values. In this formulation, 0 represents non-road and 255 represents road. See Appendix D for details about alternative pixel averaging techniques.

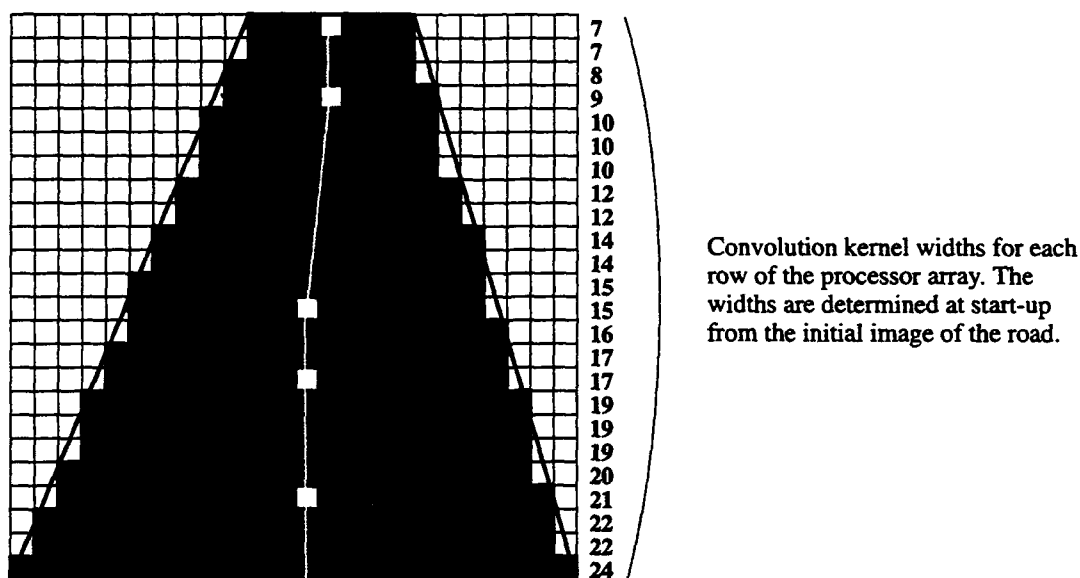
Because the road edges were marked in the combining algorithm and because we use a two dimensional hierarchical mapping, it is easy to compute how wide, in terms of processors, the road is at each row in the processor array. (See Figure 9.) We will assume that the width of the physical road is constant and that perspective effects cause the same amount of foreshortening in all images that the system evaluates. Empirically, this has proven to be a reasonable assumption. More precisely, once we determine that the road is 4 processors wide in the first row, 6 processors wide in the second, 9 in the third, etc., these road width values for each row are held constant for all future images. Because the camera lookahead is kept small, this is a reasonable assumption. If the camera lookahead was large, problems would arise in the case of sharp curves and hills in the road; the fixed width assumption of each row defined by the trapezoidal road model would no longer be valid.

The next step is to center a contiguous, horizontal, summation convolution kernel on every processor in the array. (A summation convolution is defined as one in which all values marked by the kernel are added together. The kernel specifies how many processors are to be included in the summation.) The width of this convolution kernel is given by the road width for the row in which the processor is located as determined in the previous paragraphs. The convolution kernel is implemented using local, synchronized, neighbor-to-neighbor communications functions<sup>3</sup> and is therefore computed very quickly. Because the convolution kernel is larger for rows lower in the processor array, not all processors shift their data at the same time. This slight load imbalance is insignificant. By using this summation convolution kernel, we have essentially computed the likelihood that the road center line passes through each processor. Processors which are near the actual road center line have larger convolution values than ones which are offset from the actual center because the convolution kernel does not extend onto non-road processors. The convolution kernel for processors which are offset from the actual road center will include processors which have low probability of being road because the underlying pixels have been classified as non-road. The convolution process is shown in Figure 9.

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3. More specifically, the MasPar MPL `xnet()` functions are used.

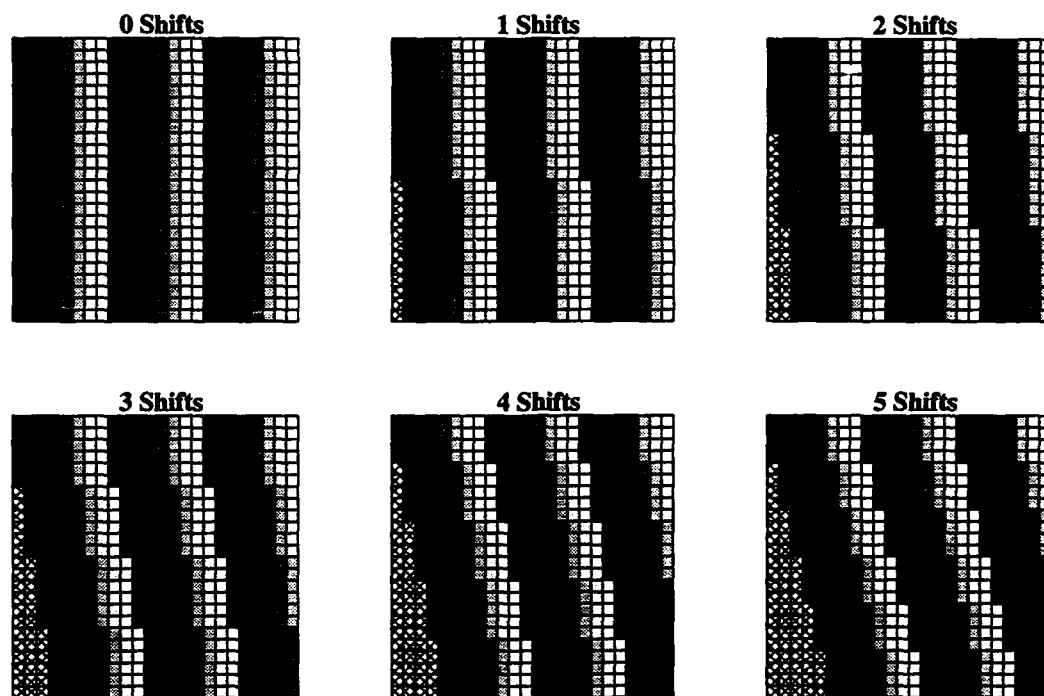




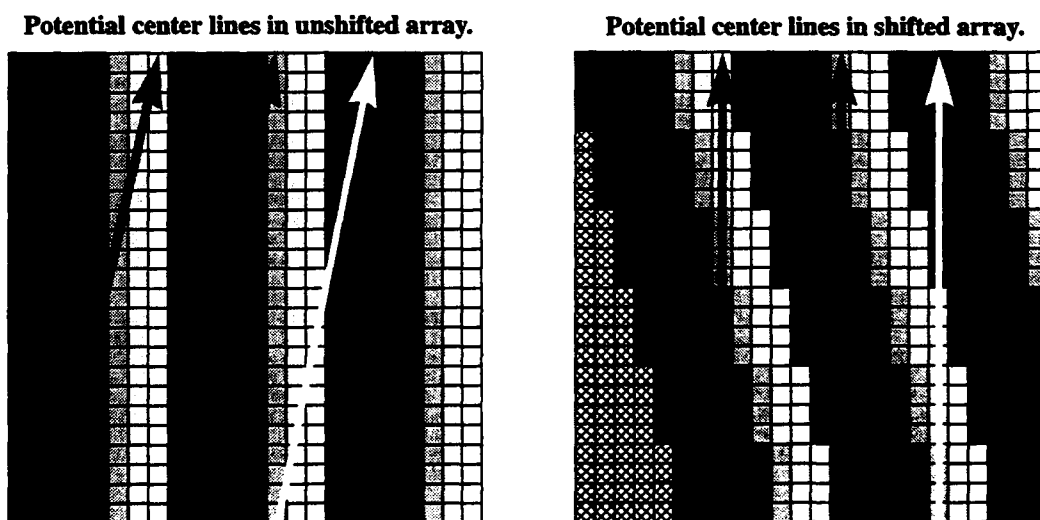
**Figure 9.** Convolution kernels for different rows centered on the actual center line of the road superimposed on the processor array. Arrows indicate the direction of travel of the convolution summation.

Finding the road's center line can be thought of as finding the line through the processor array which passes through processors which contain the largest aggregate center line likelihoods. This is equivalent to finding the maximum accumulator value in a classical Hough transform where the intersection row and intersection angle are the axes of the Hough accumulator. To parallelize this Hough transform, we can shift certain rows of the processor array in a predetermined manner and then sum vertically up each column of the array. The shifting gives us the different intersection angles and finding the maximum vertical summation allows us to determine the intersection of the center line with the top row of the image. Before the first shift takes place, a vertical summation of the center line likelihoods up the columns of the processor array is done. In this preshifted configuration, the maximum column summation value will specify the most likely vertical center line. The column in which the maximum value is found will determine the intersection of the center line with the top row of the input image. Similar statements hold for all shifts and summations.

The shifting pattern is designed so that after the first shift, the row centerline likelihood in the bottom half of the processor array will be one column to the east from its original position. After the second shift, the bottom third will be two columns to the east, the middle third will be one column to the east and the top third will still have not moved. This pattern can continue until the value of the middle processor in the bottom row has been shifted to the east edge of the processor array. This will happen after 32 shifts in either direction. In practice, this many shifts is not required as the extreme ones do not occur in typical road images. (See Figure 10.) Shifting to the west is done concurrently in a similar manner. This shifting represent examining the different center line intersection angles in the Hough accumulator. Because of the way the values are shifted, vertical binary addition up the columns of the processor array can be used to compute the center line intersection and angle parameters. (In this context, binary addition does not refer to binary number addition, but rather to summing using a binary tree of processors.) By finding the maximum vertical summation across all east and west shifts, the precise intersection and angle can be found very efficiently. (See Figure 11.) Once the intersection column and angle of the center line have been found, the geometric center line of the road can be computed. This geometric description of the center line is passed to the vehicle controller for transformation into the global reference frame and is used to guide the vehicle. This algorithm, while perhaps the hardest to understand, most elegantly makes use of the tightly coupled processor array. One note about this algorithm: it does not take into account the orientation of the camera when computing the shift parameters. It assumes that the camera is aligned with the road in all axis except for pitch (up and down). If the camera is in any orientation other than this, the shifted image will not accu-



**Figure 10.** Original center line data after 0 through 5 shifts. X's in processors represent non-valid data. The shading represents different columns and does not signify any road features.



**Figure 11.** After shifting, center lines which were originally angled, are aligned vertically. Summation up the columns of the processor array can then determine the most likely intersection angle and column.

rately resemble the actual road. In reality the camera is not aligned in this manner, but the deviation is small enough that it does not degrade system performance.

## 6. Runtime Processing

Once all clusters and the perceptron have been trained, the system is ready for use either in simulation or physical control of our vehicle. Input images are received by the processor array and pixel classification occurs using the precomputed cluster means. The perceptron uses this classification to determine if the pixel is part of the road. The perceptron's output is supplied to the road finding algorithm which determines the center line location. The center line location is transformed onto the ground plane and is passed to the vehicle controller which guides the vehicle. At this point, learning is complete and the iterative form of the clustering and combining algorithms are no longer necessary.

## 7. Results

The results obtained, both in simulation and driving the vehicle, were very encouraging. The simulation results in terms of color frames processed per second are summarized in Table 1. These results represent average actual processing speed, in terms of frames processed per second, measured when running our system on the specified machine with the set image size. As the number of pixels increased, the frames processed per second decreased in a roughly linear fashion. The slight irregularity is due to the convolution kernel in the road finding algorithm. It is also interesting to note that the 16K MasPars did significantly worse than the 4K machines as the image size decreased. Again, this is due to the convolution kernel in the road finding algorithm. We believe that this is not a load imbalance problem but rather a side effect of having a physically larger array topology. Because of the extra width of the processor array, more local neighbor-to-neighbor communication operations are required to compute the summation convolution. As the image size was decreased, these operations came to dominate the processing time.

We are very pleased with the fact that *frame rate computation* was achieved on a 4K MasPar MP-1 machine for the 256x256 pixel image case and on a 16K MasPar MP-2 for the 512x512 pixel image case. Although our ultimate goal is to develop algorithms which can process 512x512 color image streams at frame rate on our 4K MasPar MP-1, we are excited about the results of our initial experiments. Clearly, fine-grained SIMD machines provide a significant benefit in real world vision tasks such as autonomous navigation. On test runs of our test-

**Table 1. System performance in color frames processed per second.**

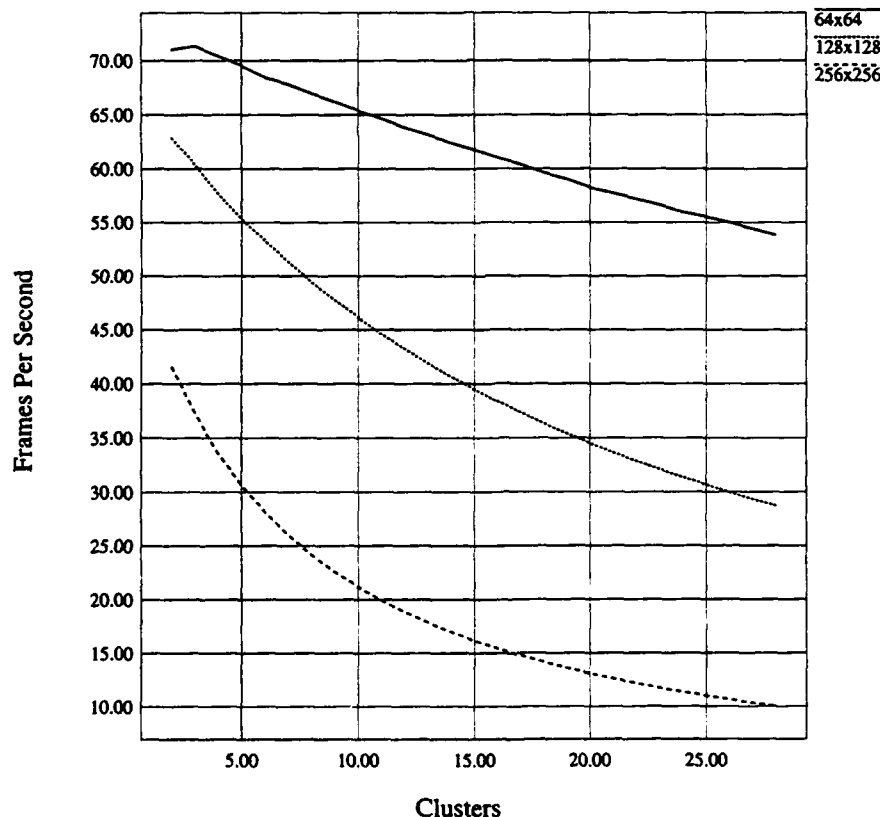
Number of Processors	Size of Color Image				
	1024x1024	512x512	256x256	128x128	64x64
4K MP-1	3.1	11.0	30.6	55.4	69.4
4K MP-2	8.2	25.7	55.4	77.8	86.5
8K MP-2	12.4	25.4	34.3	37.5	na
16K MP-1	9.2	20.0	28.3	31.6	na
16K MP-2	18.5	30.0	35.5	37.2	na

bed vehicle, the Navlab I, the system has been able to successfully navigate the vehicle on a paved bike path using 128x128 images. At present, the major bottleneck is the slow digitization and communication hardware

which is supplying the MasPar with images. This bottleneck limits the image size to 128x128 and the cycle time to approximately 2.5 Hz. Even so, the system has consistently driven the vehicle in a robust manner over the entire 600 meter path. For comparison, other systems that have been developed are ALVINN, which processes 30x32 images at 10 Hz (4 times slower) and SCARF, which processed 60x64 images on a 10 cell Warp super-computer at 1/3 Hz (32 times slower). [Crisman 1990][Crisman, 1991] These figures include image digitization time and slow-downs are computed based on pixels processed per second.

A better comparison of processing speed may actually be the time processing the image, not including image acquisition. As an example of this, consider the SCARF system which was also implemented on a parallel machine. For the this system running on the Warp machine, a 60x64 images could be processed in one second. [Crisman, 1991] Comparing this to our system (running on a 4K MP-1) processing 64x64 images at 69.4 Hz yields a 74 times speed improvement. For a 1024x1024 image, a 846 times speedup is achievable. On a 16K MP-2, for 128x128 images, processing is 158 times faster and for the 1024x1024 case on this machine, a speedup of over 5000 can be realized. Again, slow-downs are computed based on pixels processed per second. Results of this order were expected as we designed algorithms for the fine-grained parallel machines on which they ran.

The trade-off between the number of clusters the system employs and the frame rate is shown in Figure 12. We can see how the frame rate decreases with an increase in the number of clusters for three different size images. Because we are interested in achieving frame rate cycling speed, and due to the minimal driving performance improvement achieved by using more clusters, it was determined that 5 clusters were sufficient for our needs.



**Figure 12.** As the number of clusters increases, it becomes much harder to achieve frame-rate computation.

Finally, the performance figures quoted in the table do not include image acquisition time. At present, using a VME based digitizer, image acquisition consumes a significant amount of time and limits our driving speed to about 10 m.p.h. Although our system is capable of driving at much faster speeds, it is disappointing that actual driving results are limited by supporting hardware deficiencies. This problem once again underscores the need for high performance I/O devices to supply parallel machines with data. To remedy this problem, a 512x512 pixel color frame-rate digitizer and interface is being built for our 4K MasPar MP-1. This hardware will deliver images to the processor array with very low latency and allow us to run the system at rates predicted in the simulation results and drive the vehicle at much faster speeds.

## 8. Other Related Systems

Our system compares very well against any road following system in use today in terms of processing speed. Three competitive high performance systems are the ALVINN and MANIAC systems [Pomerleau, 1992][Jochem, 1993], developed at Carnegie Mellon University, and the system designed by the VaMoRs group in Munich, Germany. Like ours, the ALVINN and MANIAC systems are neurally based. However, both use reduced resolution (30x32) preprocessed color images. They cycle at about 10 frames per second, using SPARC based processors, and ALVINN has driven for over 22 miles at speeds of up to 55mph (88 km/hr). A system which is founded in very different techniques is the one being developed by the VaMoRs group [Dickmanns, 1992]. This system, which uses strong road and vehicle models to predict where road features will appear in upcoming images, processes monochrome images on custom hardware at speeds near frame rate, but uses a windowing system to track the features so that not every pixel is actually processed. This system has been able to successfully drive on the German Autobahn at speeds around 80km/hr.

Various other systems have been developed that use color data and include the VITS system developed at Martin Marietta [Turk, 1988] and SCARF developed by [Crisman, 1990] at Carnegie Mellon University. The VITS system used a linear combination of the red and blue color bands to segment the road from non-road. The segmented image was thresholded and backprojected onto the ground plane. The vehicle was steered toward the center of this backprojected region. This system was able to drive Martin Marietta's testbed vehicle, the ALV, at speeds up to 20km/hr on straight, single lane roads found at the test site.

Perhaps most closely related to our system is SCARF. Like our system, SCARF uses color images to develop clusters in color space. These images are greatly reduced; typically 30x32 or 60x64 pixels. The techniques for developing these clusters, however, is very different from the one implemented in our system. SCARF uses Bayesian probability theory and a Gaussian distribution assumption to create and use color clusters to segment incoming color images. The clusters are recreated for every input image by using a strong road model and known road and non-road data as seed points for the new cluster means. The computational load of SCARF is higher than that of our system because of the Bayesian and Gaussian computations and, partially because of this load, the system was only able to drive at speeds of less than 10 m.p.h. The most closely related part of our system and SCARF is the Hough transform based road finding algorithm. Because the Hough algorithm maps very well to finding single lane roads, it was adapted to the parallel framework of our system. Although the implementation of the Hough algorithm is different, the concept remains the same. Finally, it should be noted that the SCARF system did many other things that our system does not do, like intersection detection and per-image updating of the color cluster means. SCARF needed to be smarter because it took a significant amount of time to process a single image.

## 9. Future Work

We feel that the most limiting aspect of the current system is the model used to determine the center line of the road. Because the model defines the road to be a trapezoidal region which is bisected by the center line, errors in driving can occur when the actual road does not match this model. A commonly occurring situation when the road differs from the model is during sharp curves. The best trapezoidal region is fit to the data and a center line is found. Unfortunately, when this center line is driven, it causes the vehicle to "cut the corner." Although the system will quickly recover, this is not desirable behavior. We believe that by using a different road model this

problem can be solved. We propose to use a road model based on the turn radius of the road ahead. By using this model, roads with arbitrarily curvature can be properly represented. Instead of driving along a straight line projected onto the ground plane, the vehicle will follow the arc determined by the most likely turn radius. This model can be implemented as a parallelized Hough transform in much the same way as the current trapezoidal model. The only difference will be the shift amounts of each row of the processor array at each time step. By using this model, we feel better driving performance can be obtained without sacrificing computational speed.

Another area of future research is the effect of changing lighting conditions on the performance of our algorithms. We assume the first image our system processes will contain a representative sample of all color variations which will be seen during navigation. Because of this assumption we are susceptible to errors caused by severe changes in lighting conditions that appear in later images. If the clusters which are learned during the competitive learning training process cannot adequately classify later images, the perceptron which combines all the clusters' output into a road or non-road classification, may receive incorrect information which will lead to misclassification. Although we have found that this effect can be ignored going from sunlight to fairly heavy shade, it is important to realize that the lighting condition is not the only parameter which controls a cluster's ability to correctly classify data. Another important parameter is the number of clusters which are available to the system. If many clusters are available, finer discrimination is possible. Essentially this means that the color space is better covered by the clusters. In a statistical sense, when many clusters are available, the covariance of any particular cluster will be less than that of a cluster belonging to a smaller cluster set. Intuitively, a smaller covariance implies that the mean value of a cluster (or any data set) better represents all the data which is classified as being part of that data set. So if many clusters are available, it is reasonable to assume that a wider range of lighting conditions can be tolerated because it is more likely that some of the clusters developed in the original learning process are specific to more areas in the color space relative to clusters developed when few are available. Our results do support the notion that better coverage is possible when more clusters are available (See Figure 5.), but a more interesting idea that can be explored is that of dynamically adding, removing, or adapting clusters as lighting conditions change. Of course, the addition of clusters must be traded with computation speed, but, perhaps more importantly, this type of algorithm would allow new clusters to be developed when current clusters do not adequately classify the scene. When new clusters arise in color space, or current ones simply shift, new clusters could be formed which better represent the new color space. The SCARF system used a similar technique, but instead of adding, removing, or adapting clusters when needed, new clusters were created for every image using a predictive model of the road as aid to classification. A system incorporating an adaptive cluster management algorithm could likely handle extreme shifts in lighting conditions and robustly drive in a wider range of operating scenarios.

Finally, we feel that it may be possible to completely eliminate the color clusters from our system. Because the road and non-road clusters in color space form two nearly disjoint sets, a plane could be used to discriminate between road and non-road pixels. To learn this plane, the perceptron, or possibly a small neural network, would take as input the red, green, and blue values of a pixel and learn to produce at its output a 1 if the pixel is part of the road and a -1 if it is not. In theory, a perceptron with a thresholding activation function could accomplish this task, but because the road and non-road sets come very close to each other in the low intensity regions of the color space, a neural network may be needed for proper discrimination.

## 10. Conclusions

Our system has shown that fine-grained SIMD machines can be effectively and efficiently used in real world vision tasks to achieve robust performance. By designing algorithms for specific parallel architectures, the resulting system can achieve higher performance than if the algorithms were simply ported to the parallel machine from a serial implementation. The system described in this paper uses substantially larger frames and processes them at faster rates than other color road following systems. The algorithms presented here were tested on 4K and 16K processor MasPar MP-1 and on 4K, 8K, and 16K processor MasPar MP-2 parallel machines and were used to drive Carnegie Mellon's testbed vehicle, the Navlab I, on paved roads near campus. The goal that our work has strived toward is processing 512x512 pixel color images at frame rate in an autonomous road following system. Our results have shown that in this domain, with the appropriate mapping of algorithm to architecture,

frame rate processing is achievable. Most importantly, our results work in the real world and not simply in simulation.

## 11. Acknowledgments

We would like to thank Dr. Edward Delp and his staff in the Parallel Processing Lab at Purdue University for allowing us access to their 16K MasPar. Their machine was purchased in part through NSF award number CDA-9015696. Performance tests on the MP-2's were conducted for us by Philip Ho of MasPar Computer. We greatly appreciate his help. Also, we would like to thank Bill Ross, Jim Moody and Dean Pomerleau for their help in installing our new 4K MP-1 on the Navlab I. Thanks are also due to Bill Ross, Chuck Thorpe, Jon Webb, Jill Crisman, and Dean Pomerleau who served as editors for this report. Their varied perspectives helped unify the navigation, parallel computing and connectionist ideas.

## Appendix A: Competitive Learning

Competitive learning is an unsupervised connectionist learning technique which attempts to classify unlabeled training data into significant clusters or classes in some feature space. In this framework, many units compete to become active, or turn on, when presented with input training data. The single unit which wins is allowed to learn. Because this technique is unsupervised, it requires no teaching signal to tell the units what to learn. The units find relevant features based on the correlation present in the unlabeled training data.

A typical competitive learning network is composed of several output units  $O_i$  which are fully connected to each input through a connection weight. To find the activation of the unit, the input activations,  $\xi_j$ , are multiplied by the corresponding connection weights,  $w_{i,j}$ , and summed to produce an output activation. See equation (1).

$$O_i = \sum_j w_{i,j} \xi_j = w_i \xi \quad (1)$$

The output unit which has the largest activation is declared the winner. If weights for each unit are normalized, then the winning unit, denoted with  $i^*$ , can be defined as the unit whose inputs most closely match its input weights. This can be expressed as:

$$|w_{i^*} - \xi| \leq |w_i - \xi| \quad (2)$$

Because the weights in each unit start out as random values, a method is needed to train them. The intuitive idea is to learn weights which will allow the unit to correctly classify some portion of the feature space. The method that is typically used, and the one used in this system, is to move the weights of the winning unit directly towards the input pattern. This technique is known as the **standard competitive learning rule**. Mathematically speaking, this rule can be expressed as

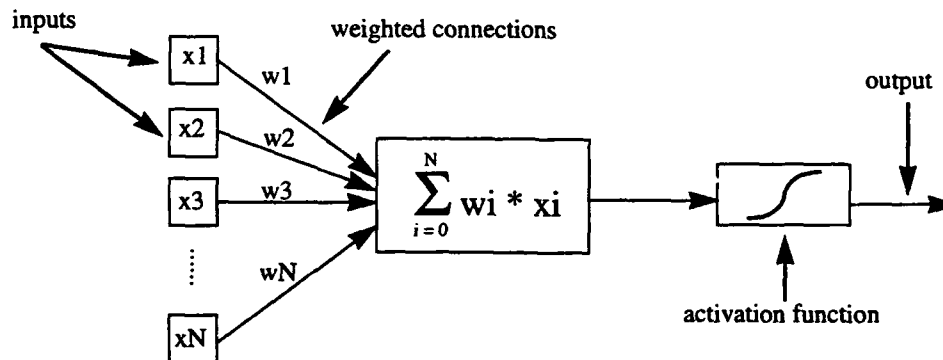
$$\Delta w_{i^*j} = \frac{\eta}{u} \sum_{k=0}^u (\xi_j^k - w_{i^*j}) \quad (3)$$

where  $u$  represents the training pattern number and  $\eta$ . An important thing to notice about equation (3) is that the contribution of each training pattern to the overall weight change can be computed independently. This means that this contribution can be calculated concurrently for many training patterns at once. It is this type of algorithm which can take advantage of a fine-grained parallel machine and is a major reason why it was chosen.

Appendix adapted from [Hertz, 1991].

## Appendix B: Artificial Neural Networks

An Artificial Neural Network (ANN) is composed of many small computing units. Each of these units is loosely based upon the design of a single biological neuron. The key features of each of these simulated neurons are the inputs, the activation function, and the outputs. A model of a simple neuron is shown in Figure 13. The inputs to



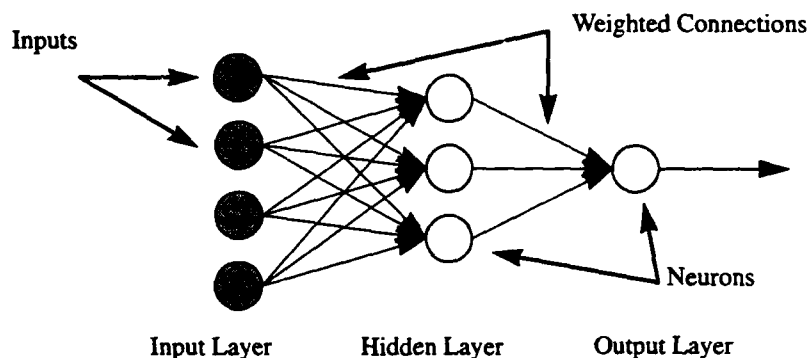
**Figure 13.** The artificial neuron works as follows: the summation of the incoming (weights \* activation) values is put through the activation function in the neuron. In the above shown case, this is a sigmoid. The output of the neuron, which can be fed to other neurons, is the value returned from the activation function. The x's can either be other neurons or inputs from the outside world.

each neuron are multiplied by connection weights giving a net total input. This net input is passed through a non-linear activation function, typically the sigmoid or hyperbolic tangent function, which maps the infinitely ranging (in theory) net input to a value between certain limits. For the sigmoidal activation function, input values will be mapped to a point in (0,1) and for the hyperbolic tangent activation function, the input will be mapped to a value in (-1,1). We have chosen to use the hyperbolic tangent activation function because in practice the symmetry of this function allows an inactive unit (with -1 activation) to contribute to the net input of units to which it has connections. This mapping is also known as 'squashing' and allows the network to internally represent a wide range of inputs with a small set of values. 'Squashing' contributes to the network's ability to generalize. Once the 'squashed' value has been computed, it can either be interpreted as the output of the network, or used as input to another neuron.

Artificial neural networks are generally composed of many the units show above, as shown in Figure 14. For a neuron to return a particular response for a given set of inputs, the weights of the connections can be modified. "Training" a neural network refers to modifying the weights of the connections to produce the output vector associated with each input vector.

A simple ANN is composed of three layers, the input layer, the hidden layer and the output layer. Between the layers of units are connections containing weights. These weights serve to propagate signals through the network. (See Figure 14.) Given any set of inputs and outputs, and a sufficiently large network, a set of connection weights exists which can correctly map the network's input to the desired output. The process of finding a correct weights is known as "training the network." Typically, the network is trained using a technique which can be thought of as gradient descent in the connection weight space. Once the network has been trained, given any set of inputs which are similar to those on which it was trained, it will be able to reproduce associated outputs by propagating the input signal forward through each connection until the output layer is reached.





**Figure 14.** Shown is a fully connected three layer ANN. Each of the connections can change its weight independently.

In order to find the weights which produce correct outputs for given inputs, the most commonly used method for weight modification is error backpropagation. Back-propagation is simply explained in Abu-Mostafa's [Abu-Mostafa, 1989] paper "Information Theory, Complexity and Neural Networks":

...the algorithm [backpropagation] operates on a network with a fixed architecture by changing the weights, in small amounts, each time an example  $y_i = f(x_i)$  [where  $y$  is the desired output pattern, and  $x$  is the input pattern] is received. The changes are made to make the response of the network to  $x_i$  closer to the desired output,  $y_i$ . This is done by gradient decent, and each iteration is simply an error signal propagating backwards in the network in a way similar to the input that propagates forward to the output. This fortunate property simplifies the computation significantly. However, the algorithm suffers from the typical problems of gradient descent, it is often slow, and gets stuck in local minima.

Artificial neural networks were chosen as the learning tool because of their ability to generalize. If ANN's are not overtrained and are sufficiently large, after training, they should be able to generalize to input patterns which have not yet been encountered. Although the output may not be exactly what is desired, it should not be a catastrophic failure either, as would be the case with many non-learning techniques. Therefore, in training the ANN, it is important to get a diverse sample group which gives a good representation of the input data which might be seen by the network during simulation.

Appendix Adapted from [Baluja, 1993].

## Appendix C: Hough Transform

The Hough Transform was first developed as a technique for finding curves in the plane (or in space) when little is known about the curve's spatial location. Every point which is potentially a member of the curve is considered. (A common way of finding potential points is through the use of an edge detection algorithm.) Once a point has been found, all possible parameter sets of curves passing through the point are determined. For example, the parameter set for a line in cartesian space is  $(m, b)$ . For a circle it could be  $(x, y, r)$  where  $x$  and  $y$  are the location of the center of the circle and  $r$  is the circle's radius. After a possible parameter set has been determined, a location in an accumulator which corresponds to the set is incremented. Once all potential points have been considered, the accumulator is searched for a maxima. The maxima will give the parameter set for the most likely curve.

The classic example describing the Hough Transform deals with finding lines in images. In this example, you are given the location of all possible edge points. The task is to find the lines to which these edge points belong. The

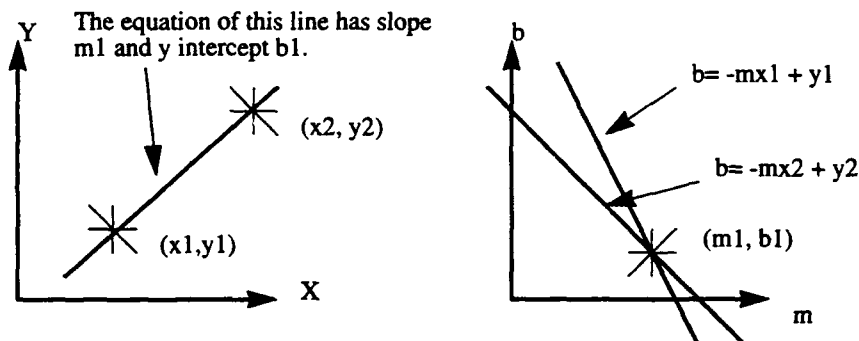
general idea is to map points in  $(x, y)$  space to locations in a  $(m, b)$  space accumulator where  $(m, b)$  are determined by:

$$Y = mX + b \quad (4)$$

This equation is simply that of a line in the plane. For every  $(x, y)$  edge point, all possible  $(m, b)$  points are computed. The  $(m, b)$  location in the accumulator is incremented. In the accumulator, the  $(m, b)$  points that are found for a particular, fixed,  $(x, y)$  are also a line in the accumulator that is described by:

$$b = -mX + Y \quad (5)$$

Graphically, these equations look as follows.



**Figure 15. Transformation from cartesian space to Hough Space.**  
[Ballard, 1982]

## Appendix D: Alternative Pixel Averaging

An alternative method of finding one average 'certainty' value of the pixels in each processor is to average the red, green, and blue pixel values respectively across each pixel represented in the processor. This could be done when the image is first mapped onto the processor array. The average pixel value could then be fed to the competitive learning units which would determine the closest matching cluster, and finally to the perceptron which would create a road or non-road output 'certainty.' Extending this analysis, there are 2 alternatives to the method of learning which can be used, with 2 corresponding alternatives for simulation of the network. (See Figure 16.) Each of the combinations represents trade-offs between speed and accuracy of color clusters versus actual image colors.

## LEARNING

		Avg. RGB Values	Avg. Perceptron Values
SIMULATION	Avg. RGB Values	Training is on average pixel values. Simulation is on average pixel values.  The colors used for training and simulation may not exist in the image.  Requires the least processing time.  Only outputs 0 or 1 for each pixel group.	Training is on actual pixel values. Simulation is on average pixel values.  The pixel values used for simulation may not be consistent with learned clusters.  Only outputs 0 or 1 for each pixel group.
	Avg. Perceptron Values	Training is on average pixel values. Simulation is on actual pixel values  The pixel values used for simulation may not be consistent with learned clusters.  Outputs are a real number for each pixel group.	Training is on actual pixel values. Simulation is on actual pixel values.  The colors used for training and simulation do actually exist in the image.  Requires the most processing time.  Outputs are a real number for each pixel group.

Figure 16. Figure compares where averaging is performed. "Avg. RGB Values" indicates that pixel values are averaged before being presented to the system, effectively being preprocessed, reducing the amount of data. "Avg. Perceptron Values" indicates that averaging is done after each pixel has been propagated through the system and has produced a 'certainty' value. The 'Learning' axis indicates which process takes place during the training phase of the system. The 'Simulation' axis indicate which process takes place after the clustering and combining algorithms have learned. Our system uses the configuration shown in the bottom right corner.

## Appendix E: The MasPar MP-1

The hardware used to perform the test runs was the MasPar MP-1. This is a massively parallel computer, consisting of an Array Control Unit (ACU) and a two dimensional array of processing elements (PE's). The array size is 64 x 64, for a total of 4096 processing elements. The ACU has 1 Mbyte of RAM with up to 4 Gbyte of virtual instruction memory. The ACU is used to control the PE array and to perform instruction on data which is not located on the PE's dedicated memory. Each PE has 16 Kilobytes of dedicated RAM. The MasPar is a Single Instruction Multiple Data (SIMD) machine. Put simply, this means that each PE receives the same instruction simultaneously from the ACU. Through control statements, processors can be either active or non-active. The PE's which are members of the active set will execute the instruction they receive from the ACU *on local data*. Those which are not members of the active set will do nothing [MasPar, 1992].

The processors can be accessed either through relative addressing mode (from other processors) or absolute addressing. Further, they have two modes of numbering for identification. They can either be accessed by x,y coordinates or by row-major ordering. This allows an efficient programming model for the three implementations described in the next section.

The programming language used was the MasPar Parallel Application Language (MPL). This is an extended set of Kernighan and Ritchie C with extra directives for controlling the PE array and parallel data structures. The images were generated with the MasPar XMPDDL library.

Appendix from [Baluja, 1993].

## Appendix F: MasPar Programming Language

The following function definitions are more precisely specified in [MasPar, 1992] and are provided here in a condensed form for your convenience.

**reduceAdd32 (*integer\_variable*)** - This function takes a distributed integer variable as input and returns the integer sum of it across all (active) processor elements.

**reduceAddf (*SP floating point variable*)** - This function takes a distributed single precision floating point variable as input and returns the single precision floating point sum of it across all (active) processor elements.

**xnet{N,S,E,W,NE,NW,SE,SW}[*num*].*variable*** - The xnet construct allows active processor elements to communicate with other processor elements which are a fixed distance, *num*, away in the specified direction. The *variable* argument in the construct determines which variable is communicated.

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